

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4317.

號三月五年七十七百八千一英

HONGKONG, THURSDAY, MAY 3, 1877.

日十二月三年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

NEW YORK.—ANDREW WIDB, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BLACK & BLACK, San Francisco.

CHINA.—Sutton, QUELON & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HADEN & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manilla, C. REINER & Co., Macao, L. A. DA SILVA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 600,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOFFMANN, Esq. Deputy Chairman.—F. D. SASSON, Esq. E. R. BELLIOU, Esq. WILHELM REINERS, Esq. W. H. FORBES, Esq. Ed. TOBIN, Esq. Hon. W. KESWICK, Esq. A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, .. THOMAS JACKSON, Esq. Manager. Shanghai, .. ERNEST CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance. On Fixed Deposits:—For 3 months, 4 per cent. per annum. " 6 " 5 per cent. " " 12 " 6 per cent. " "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, March 29, 1876.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 4th May, 1877, at Noon,—Cotton Socks, Stockings, Napkins, Butcher's Knives, Penknives, Tooth Brushes, Eau de Cologne, Lavender Water, Silk Umbrellas.

Also, White Lead, White Zinc, Black Paint, &c., &c., &c.

The North China PONY "PIMENTO," a Good Hack. TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer. Hongkong, May 1, 1877. my4

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (if not previously disposed of by Private Contract), on

TUESDAY,

the 8th day of May, 1877, at Noon, at his Sales Rooms, Queen's Road,—

All that PIECE or PARCEL of GROUND, Situate at Sow-Ket-WAN, and Registered in the Land Office as Inland Lot No. 123, and abutting on the North side on a Public Street, measuring thereon 31 feet.

On the South and West side on a Public Street, measuring thereon 125 feet. On the South and East side on a Public Street, measuring thereon 200 feet.

On the North and West side on a Close (where a Plan for a Public Street is laid out) Registered in the Land Office as Inland Lot No. 124, measuring thereon 150 feet.

For further particulars, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer. Hongkong, April 24, 1877. my2

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs MELCHERS & Co. to sell by Public Auction, on

SATURDAY,

the 19th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by THOMAS THORNTON ANTHONY, and CARL HEINRICH EIBERT SEIMUND, lately carrying on Business in this Colony, as Shipchandlers and Storekeepers, under the Style or Firm of BROADBEAR, ANTHONY & Co.,—

All the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBEAR, ANTHONY & Co.

Also,

THE GOODWILL of the said Business.

TERMS.—Cash on delivery.

LAMBERT, ATKINSON & Co., Auctioneers.

Hongkong, April 26, 1877. my19

Notices of Firms

NOTICE.

WE have This Day Opened a Branch of our Firm at Amoy. Mr F. E. ELWELL will Act as our AGENT at that Port.

RUSSELL & Co.

Hongkong, May 1, 1877. j2

NOTICE.

THE Undersigned has been appointed AGENT at HONGKONG and its vicinity for "THE BOSTON BOARD OF MARINE UNDERWRITERS," by Power of Attorney, dated Boston, U. S., 1st March, 1877.

T. G. LINSTED.

Hongkong, April 20, 1877. my7

NOTICE.

WE have This Day Opened a Branch of our Firm at SHANGHAI. Mr CARL KREBS has been admitted a Partner from This Date.

MELCHERS & Co.

Hongkong, April 12, 1877. my12

NOTICE.

MR. WILHELM CARL ENGELBRECHT von PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,

Hongkong, Canton, Shanghai.

Hongkong, April 16, 1877. j16

NOTICE.

I HAVE This Day CLOSED the HONGKONG BRANCH of my Firm.

F. PEIL.

Hongkong, May 1, 1877. my8

NOTICE.

I HAVE This Day Established myself as SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED.

Hongkong, April 20, 1877. my20

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Office, and Lloyd's Register of Shipping, 2, Club Chambers, Hongkong, March 17, 1877. as18

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUICKSHANK,

Manager. Hongkong, November 21, 1876.

Intimations.

NOTICE.

THE OFFICE of the Undersigned is This Day REMOVED, to No. 4, Peddar's Hill.

H. G. ALFORD,

Surveyor, &c. Hongkong, May 1, 1877. my6

AN YON,

SHIPS' COMPRADORE AND STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877. j21

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

A FIRST BONUS of Five per Cent. upon Contributions for the Year 1876, will be Payable on MONDAY Next, the 7th Instant.

WARRANTS may be had on application at the Office of the Society on and after the 5th Instant.

By Order of the Board, E. MOORE, Act. Secretary.

Hongkong, May 1, 1877. my7

HONGKONG HUMANE SOCIETY.

THE ANNUAL MEETING of the MEMBERS of the above SOCIETY will be Held at the CITY HALL, on MONDAY, the 7th May, at 5 p.m., for the purpose of receiving the Report of the Committee, a Statement of Accounts, and to elect Officers for the ensuing Year. Members and others taking an interest in the Society are invited to attend.

F. W. BARFF, Hon. Secretary.

Hongkong, April 30, 1877. my7

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch CUM SING (plying between Peddar's Wharf and Tsai-sa-choi), by Mr. BOXOO, will expire on the 30th Instant, after which date the said Launch will ply on the same route on our own account; having no connection whatever with the late Charterer.

The Fare will be as usual until further notice.

WING KEE & Co., Praya Central.

Hongkong, April 30, 1877. my80

SPANISH CONSULATE.

NOTICE is hereby given to the Captains of Spanish and Foreign Ships starting for the Islands of Cuba and Porto Rico that His Catholic Majesty's Government has again put in Force the 7th Rule of the Royal Decree of the 26th December, 1872, which has recently been revoked.

Consequently Captains and Super cargoes are informed that on their arrival at any of the Ports of the said Islands, they shall deliver to the Officers of the Custom House a Manifest duly certified by the Spanish Consul of the Port of Clearance or Departure, declaring whether the Ship is in ballast or giving a description of the Cargo that is on board.

Any Contravention of the said 7th Rule will be punished with a Fine of (\$500) Five Hundred Dollars, or less, according to the circumstances connected therewith.

A. FARAUO, Consul for Spain.

Hongkong, April 28, 1877. my6

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION: 8 a.m. to 4 p.m.

No. 1, Alexandra Terrace.

Hongkong, April 4, 1877.

TANJONG PAGAH DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this Company was Resumed immediately after the Fire. Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH, Manager.

April 28, 1877. my23

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUM.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG.

Near the Canton Steamer's Wharf.

Hongkong, July 18, 1876.

Entertainment.

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, on

MONDAY,

May 7th, 1877.

When will be presented a Farcical Comedy in Three Acts, by J. B. BYRON, Esq., ENTITLED

"Not such a Fool as he looks."

Tickets may be obtained from Messrs LANE, CRAWFORD & Co., on and after Monday, April 30th, and at the Doors on the Night of Performance.

Doors Open at 8.30. Performance to Commence at Nine o'Clock punctually.

By kind permission of Colonel DICKINS and the Officers of H. M. 28th Regt., their Band will be in attendance.

OHAS. C. COHEN, Hon. Secretary.

Hongkong, April 25, 1877. my7

To Let.

TO LET.

No. 3, PRINCELY TERRACE, ELGIN STREET, with Immediate Possession.

Apply to LANE, CRAWFORD & Co.

Hongkong, February 7, 1877.

TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KIDN. Bismar Villa, Pok-fo-lum, Furnished.

DAVID SASSON, SONS & Co.

Hongkong, February 15, 1877.

TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.

The Dwelling House and Offices No. 1, D'Agular Street, at present in the occupation of Messrs DOUGLAS LAPRAIK & Co., Possession from the 1st May next.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, November 17, 1876.

For Sale.

FOR SALE.

THE IRON STEAMER "ALBAT."

THE above Steamer was Built in Glasgow in 1872 by Messrs DORNIE & Co., under special survey of LLOYDS, and Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 1/2 inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet; Loaded 12 1/2 feet.

SPEED.—Eight knots on consumption of 8 1/2 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low Pressure Engines of 88 Horse Power nominal; High Pressure Cylinder 26 inches, and Low Pressure Cylinder 48 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades; with One Spare Set of Blades.

WIND.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 8 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 28, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Pate & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturges, Manilla.

Particulars may be obtained on application to

MORRIS & RAY,

Hongkong, March 28, 1877.

For Sale.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co. Hongkong, June 22, 1876.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."

TH. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DURAND & Co.'s CLARETS and WHITE WINES.

STARTUP & KENTISH'S PORTS and SERRIES.

MOULLEN & Co.'s COGNAC, 1, 2, 3 Stars.

BLANCHY FRERES & Co.'s COGNAC.

JUSTUS LEMBE & Co.

Hongkong, April 9, 1877. j19

FOR SALE.

A SMALL Invoice of C. BONNEVILLE & Co.'s "Prince of Wales" BRANDY, in Cases of One Dozen Bottles, One Dozen Glass Barrels, and Two Dozen Flasks.

Apply to P. B. CAMA, 7, Hollywood Road.

Hongkong, April 30, 1877. my14

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tübingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Shipping.

Steamers.

FOR AMOY & TAMSUI. The Steamship "TAIWAN," Captain M. YOUNG, will be despatched for the above Ports on FRIDAY, the 4th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, May 1, 1877. my4

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "MEIKONG," Comdr. FOACHE, will be despatched for SHANGHAI on FRIDAY, the 4th Instant, at Noon.

H. DU POUY, Agent.

Hongkong, May 2, 1877. my4

CASTLE LINE OF STEAMERS.

FOR HANKOW (DIRECT.) The Steamer "BRAEMAR CASTLE" will be despatched for the above Port on or about the 5th Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, May 1, 1877.

FOR COOKTOWN.

The British Steamer "JUAN," Capt. STUCK, will have immediate despatch

NOTICES TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE S. S. ARGENTINE, having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained. Optional Cargo will be forwarded to Yokohama unless notice to the contrary is given before 3 p.m. To-day.

Cargo remaining undelivered after the 6th Proximo will be subject to rent. Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Agents.**

Hongkong, April 30, 1877. my6

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. MEIKONG.

NOTICE.

CONSIGNEES of Cargo per S. S. *Euphrate* and *Della*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignee, before 2 o'clock To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Tuesday, the 8th Inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY, Agent.

Hongkong, May 2, 1877. my8

Intimations.

CONSULAT DE FRANCE A HONGKONG.

MONSIEUR A. SIENKIEWICZ, Consul de France à Malte, a remis aujourd'hui à Monsieur G. BOULOUZE, Chancelier, le Service du Consulat de France à Hongkong et Macao.

Le 16 Avril, 1877. my6

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.
ROBERTA McNEIL, American barque, Captain Brown.—Vogel, Hagedorn & Co.
NYASSA, British ship, Captain W. S. Garriock.—Douglas Laiprak & Co.
TULLOCHBOURN, British 3-m. schooner, Captain Mason.—Wier & Co.
KELSON, British steamer, Capt. Thomas Skene.—Jardine, Matheson & Co.
HARRAN LOND, British ship, Captain R. Greig.—P. & O. S. N. Co.

To-day's Advertisements.

FRAUD!!!

A REWARD OF \$200.

IT Having come to our knowledge that some unscrupulous men have been obtaining Business from our Customers in our Name "ATOK," causing much inconvenience both to ourselves and Customers, we beg to notify the Public that in giving their orders to us, they should take care that they are given to our proper representative known as "ATOK," or to persons who will exhibit our Trade Card. We also hereby offer a REWARD of \$200 to any one who shall give such information as shall lead to the prosecution and conviction of those unscrupulous men who obtain Business from our Customers by the false assumption of OUR NAME.

ATOK,
Tailor, Corner of Wellington, and
Windham Streets.

Hongkong, May 3, 1877. my17

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. DENNIS, to sell by Public Auction, on

TUESDAY,

the 15th May, 1877, at 2 o'clock p.m., at his Residence "Fair Lea,"

The whole of his HOUSEHOLD FURNITURE, comprising:—
Handsome Rep-covered Drawing-room Suites.
Rosewood Centre Table.
Gilt Framed Pier Glasses, Engravings, Tables, Chairs, Sofas, Hearth Rugs.
Sideboard, Whatnots, Dining Table, Dinner, Dessert and Breakfast Sets, Glass-ware, Crockery and Plated-ware.
Double Size Teakwood Bedstead, Mahogany Cheval Glass, Chest of Drawers, Wardrobes, Toilet Table and Glass, Washstand, &c., &c.
Hainan, Tonquin, and Japanese-ware.
A Collection of Books, many relating to China and the Far East.

A Patent Double Action Repeater.
One PIANO.
A First-class 5 Oared Gig, with Oars, Awning, &c., complete, and a pair of Iron Davits with Falls, &c.
Catalogues will be issued, and the whole to be on view on and after Monday, the 14th Instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, May 3, 1877. my18

SHIPPING.

ARRIVALS.

May 3, *Charité*, French barque, 255, S. Hervé, Manila April 18, Timber.—CARLOWITZ & Co.
May 3, *Emma*, German barque, 340, H. T. Gray, Keadar March 27, Rajahm.—T. B. PEARCE & Co.

ARRIVALS.

May 3, *Sun-eh*, Chinese gunboat, from Canton.
May 3, *Ashuelot*, U. S. gunboat, 1037, Geo. H. Perkins, Pakhoi April 30.
May 3, *Lombardy*, British steamer, 1726, W. B. Hall, Shanghai April 28, Mails and General.—P. & O. S. N. Co.
May 3, *Bombay*, British steamer, 749, H. B. Smith, Yokohama April 26, Mails and General.—P. & O. S. N. Co.
May 3, *Aurora*, British barque, 295, R. Milne, Bangkok April 3, General.—CURRIE.

May 3, *Glenlyon*, British steamer, 1373, John Wallace, Saigon April 29, Rice.—JARDINE, MATHESON & Co.
May 3, *Cairnsmuir*, British steamer, 1120, S. Spawart, Saigon April 29, Rice.—HOLLIDAY, WISE & Co.

DEPARTURES.

May 2, *Cheung Hock Kian*, for Swatow.
3, *Menzaleh*, for Yokohama.
3, *Ocean*, for Hoihow.
3, *Penedo*, for Hoihow.
3, *Sophie*, for Takow.
3, *Fuyue*, for Canton.
3, H.M.S. *Onslow*, for a cruise.

CLEARED.

Pau Tah, for Shanghai.
State of Louisiana, for Swatow.
Thingalla, for Saigon.
Taiwan, for Swatow, &c.
Argentine, for Yokohama.

PASSENGERS.

ARRIVED.
Per *Ashuelot*, from Pakhoi, Consul Lincoln, Rev. Mr. Preston, and Capt. Bisbee, H.I.C.M.C.
Per *Lombardy*, from Shanghai, Messrs F. Hormisjee and Servant, M. M. Mehta, A. Jamison, J. J. Wilshire, F. Henderson and Servant, H. Ludwig, Mooney, and 34 Chinese.
Per *Bombay*, from Yokohama, 1 European deck, and 8 Chinese.
Per *Aurora*, from Bangkok, 5 Chinese.
Per *Glenlyon*, from Saigon, 1 Chinese.
Per *Cairnsmuir*, from Saigon, 74 Chinese.

DEPARTED.
Per *Menzaleh*, for Yokohama, Messrs Fock, Galopin, and Van Lissa, Mr and Mrs de Barbolani, child and 2 servants.
Per *Cheung Hock Kian*, for Swatow and Amoy, about 800 Chinese.
Per *Penedo*, for Hoihow, 1 European and 40 Chinese.

TO DEPART.

Per *Sorogon*, for Manila, Rev. Francisco Royo, and 3 Chinese.
Per *Pau Tah*, for Shanghai, 95 Chinese.
Per *Thingalla*, for Saigon, 80 Chinese.
Per *Taiwan*, for Swatow, &c., 1 European and 50 Chinese.
Per *Argentine*, for Yokohama, 4 Europeans and 2 Chinese.

SHIPPING REPORTS.

The French barque *Charité* reports: Left Looc on the 11th April, anchored at Manila on the 15th, and left again on the 18th. During the passage had calm and variable winds from S. to the N.E.
The British steamer *Lombardy* reports: Light winds and fog.
The British steamer *Bombay* reports: Light winds with thick foggy weather on Japan Coast, from thence to port light airs and calms with foggy weather. Passed S. S. Yesso off Chelang Point.
The British barque *Aurora* reports: Fine weather and light Easterly winds during the passage.
The British steamer *Glenlyon* reports: Moderate S.E. wind and fine weather.
The British steamer *Cairnsmuir* reports: First 24 hours light Easterly winds, remainder of passage moderate Southerly winds and fine weather. On the 2nd May, passed American barque *Agate* bound Westward.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—
Per *MEIKONG*, at 11 a.m., on Friday, the 4th inst. Late letters received from 11.10 to 11.30.
For COOKTOWN.—
Per *JUAN*, at 1.30 p.m. To-morrow, the 4th inst. Mails will also be closed for E. Australia, Tasmania, and New Zealand, 12 cent rates.

For MANILA.—
Per *SOROGON*, at 3.30 p.m. To-morrow, the 4th inst., instead of as previously notified.

For SAIGON.—
Per *MONTGOMERYSHIRE*, at 5 p.m., on Saturday, the 5th inst.

For BANGKOK.—
Per *RAJANATTIANUHAH*, at 5 p.m., on Tuesday, the 7th inst.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *SINDH*, will be despatched from Hongkong on SATURDAY, the 12th May, with Mails to and through the United Kingdom and Europe, via Mauritius; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Reunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Assam.

Letters may also be forwarded to INDIA by this Packet.

The following will be the hours of closing the Mails, &c.:—
Friday, May 11th.—
5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, May 12th.—
7 a.m., Post Office opens for sale of Stamp, Registry of Letters, and Posting of all correspondence.
10 a.m., Registry of Letters ceases.
Hongkong, April 23, 1877. my12

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *CITY OF PEKING* will be despatched on TUESDAY, the 15th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters ceases.
2.50 p.m. Post Office closes.
2.50 p.m. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m. when the Mail is finally closed. Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet, Hongkong, May 2, 1877. my15

POST OFFICE NOTIFICATIONS.

MAILS will close:—

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *LOMBARDY* will be despatched with the Mails for Europe, &c., on SATURDAY, the 5th May.

The following will be the hours of closing the Mails, &c.:—

Friday, 4th May.—
6 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, 5th May.—
7 a.m., Post Office opens for sale of Stamp, Registry of Letters, and Posting of all correspondence.
10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with LATE FEE of 18 cents extra to Postage till
11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only, addressed to the United Kingdom via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 a.m., when the Mail is finally closed.

Hongkong, April 24, 1877. my5

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Nov. 28, Western Chief, from London to Hongkong.
Nov. 28, Madura, from Cardiff to Hongkong.
Dec. 4, Benclutha, from Cardiff to Hongkong.
Dec. 17, A. B. Vidal, from Hamburg to Hongkong.
Dec. 17, Carlicks, from London to Hongkong.
Dec. 19, Channel Queen, from Cardiff to Hongkong.

Dec. 20, Chinaman, from London to Hongkong.
Dec. 22, Sophie, from New York to Hongkong.
Dec. 28, Ino, from Greenock to Swatow.
Dec. 23, John Nicholson, from New York to Shanghai.
Dec. 27, Undine, from London to Shanghai.
Dec. 28, Cassan, from Cardiff to Hongkong.

Jan. 4, O. R. Bishop, from London to Hongkong.
Jan. 11, Windhover, from London to Shanghai.
Jan. 12, Woodhall, from Hamburg to Hongkong.
Jan. 12, Hope, from London to Hongkong.
Jan. 16, Gryfe, from Cardiff to Hongkong.
Jan. 18, Batavia, from Hamburg to Hongkong.

Jan. 31, Forward Ho, from London to Shanghai.
Feb. 1, Robert Henderson, from Buryport to Hongkong.
Feb. 2, Polyneia, from Cardiff to Hongkong.
Feb. 3, Garizal, from Cardiff to Hongkong.
Feb. 3, Daphne, from London to Hongkong.

Feb. 12, Leading Wind, from Antwerp to Hongkong.
Feb. 17, Therese Behn, from Cardiff to Hongkong.
Feb. 18, Matchless, from Cardiff to Hongkong.
Feb. 19, Cactus O, from Cardiff to Hongkong.
Feb. 19, F. E. Lichfield, from Cardiff to Hongkong.

Feb. 19, Maipu, from Cardiff to Hongkong.
Feb. 20, Penrith, from London to Hongkong.
Feb. 22, Enid, from London to Hongkong.
Feb. 22, Oaska, from London to Hongkong.
Feb. 22, Belled Will, from London to Shanghai.

Feb. 27, Gold Hunter, from Cardiff to Hongkong.
Feb. 28, City of Aberdeen, from London to Shanghai.
Feb. 28, D. McE. Park, from Sunderland to Singapore and Hongkong.
Feb. 28, Janet Ferguson, from Glasgow to Singapore and Hongkong.

March 1, Isles of the South, from Cardiff to Hongkong.
March 1, Brown Brothers, from Cardiff to Hongkong.
March 2, Paracca, from Cardiff to Hongkong.
March 3, A. S. Davis, from Cardiff to Hongkong.

March 3, Callor Ou, from Cardiff to Shanghai.
March 4, Nimbus, from Cardiff to Hongkong.
March 4, Jala, from Cardiff to Hongkong.
March 6, Lord Macaulay, from Cardiff to Hongkong.

March 7, Alestie, from Cardiff to Chefoo.
March 10, Sir Lancelot, from London to Shanghai.
March 13, Golden Spur, from Cardiff to Hongkong.
March 16, Bessie Morris, from Swansea to Amoy.

March 15, Antwerp, from London to Hongkong.
March 17, Scindia (str.), from London to Shanghai.
March 19, Victoria, from Swansea to Hongkong.
March 19, C. W. Courbrane, from Liverpool to Hongkong.

March 20, Springfield, from Cardiff to Hongkong.
March 20, Warrior, from Cardiff to Hongkong.
March 20, George, from Cardiff to Hongkong.
March 22, Ajax (str.), from Liverpool to Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Candia, Teirot, Nankin, Glendalisk.
Duke of Abercorn, Cited, Commissary, Scindia, Kalsow, Malbrook, James Shephard, Ferdinand Brindish.

At Liverpool.

Henry S. Sanford,

At Glasgow,

Isle of Egin.

CARGO.

Per American ship *Mystic Belle*, sailed 27th April, 1877.—For New York, 10,301 bags Sugar, 1,976 pkgs.—10,200 boxes Fire Crackers, 1,540 rolls Matting, 634 cases and 61 casks Preserves, 350 cases Palm Leaf Fans, 300 pkgs Cassia, 48 pkgs. Cans, 33 cases Chinaware, 30 cases Nut Galls, and 30 pkgs. Sundries.

General Memoranda.

SATURDAY, May 5:—
Warrants for Bonus upon Contributions to the Union Ins. Society obtainable.
Noon.—English Mail leaves for Ports of Gall and Europe.
Braemar Castle leaves for Hankow on or about this date.

SUNDAY, May 6:—
Goods per *Argentine* undelivered after this date subject to rent.

MONDAY, May 7:—
5 p.m.—Meeting of the Hongkong Humane Society at City Hall.
9 p.m.—Amateur Dramatic Club Performance at the City Hall.

TUESDAY, May 8:—
Noon.—Sale of Ground, at Sow-kei-wan. Goods per *Meikong* undelivered after Noon, subject to rent and landing charges.

TUESDAY, May 15:—
2 p.m.—Sale of Household Furniture, at Dr. Dennis's residence, Fair Lea.
3 p.m.—American Mail leaves for Yokohama and San Francisco.

SATURDAY, May 19:—
Noon.—Sale of Stock-in-trade of the firm of Broadbar, Anthony & Co.

FRIDAY, June 1:—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Taiwan* leaves for Amoy and Tamsui.
Noon.—*Meikong* leaves for Shanghai.

Auction.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

THE

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS.

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FOREIGN PATENT MEDICINES.

MANUFACTURERS

OF
Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.
Hongkong, June 1, 1876.

BIRTH.

On the 27th Instant, the Wife of WILLIAM A. TURNBULL, of a Daughter.

DEATHS.

At the Temperance Hall, No. 86, Yokohama, on the 9th Inst., JAMES TURNBULL, a native of Scotland, aged 58 years.

At his residence No. 133, Bluff, Yokohama, on the 18th inst., suddenly, WILLIAM RANGAN, a native of British India, aged 46.

The publication of this issue commenced at 7.35 p.m.

THE CHINA MAIL.

HONGKONG, THURSDAY, MAY 3, 1877.

We learn, through a private source, that the coal mining operations which have been for some time past carried on by an English staff of engineers and miners at Kelung in the north of Formosa have so far proved successful that on the 25th of last month the main seam of coal was reached at a depth of about 270 feet from the surface. Little information can yet be given as to the quality of the coal, as at the time our advices were despatched the seam had only been partially passed through, but a small piece that had been examined and tried indicated that an excellent steam coal would be forthcoming. A few brief particulars of this, the first mining enterprise carried out with foreign machinery either in Formosa or China, will, no doubt, be interesting. In the early part of 1875, Mr David Tysack, a mining engineer from the North of England, arrived in Formosa in accordance with instructions he had received from the authorities of Fuhkien to examine and report on the coal-fields in the north of the Island. After some months had been spent in surveying, and full particulars of the results had been laid before the authorities, it was decided that machinery and a competent staff of experts should be procured from England to carry out certain works projected. A portion of the mining staff having arrived out, boring operations were commenced in June 1876, and after two small seams of coal, and a third of workable thickness had been passed through, a total depth of 328 feet was reached by the boring rods.

It was then considered advisable to commence sinking operations, and a suitable site having been selected, the work of sinking was commenced in October 11th, 1876, and has been carried on uninterruptedly day and night since that time, with the satisfactory results already indicated. The time occupied in sinking the shaft has been six months. Very little water was met with during the work, the quantity never exceeding 1000 gallons per hour. The remainder of the staff and machinery arrived prior to the commencement of the sinking operations, and the work of making a tramway from the mine to the sea, a distance of about a mile and a quarter, was proceeded with shortly after their arrival. The tramway was completed by the end of December, and it enabled the heavy machinery to be transported with ease up a mountain valley, which was before impassable to heavy traffic. The sinking of the shaft will now be continued some few fathoms for drainage purposes. Some permanent head gear and winding appliances are also to be put up at the mine, but we understand that coal from the mine will be ready for shipment at the port of Kelung, which is about five miles distant, in the course of two or three months.

While on the subject of the development of the resources of Formosa, we may notice a few figures and facts in the reports for 1875 of the Commissioners of Customs at Tamsui and Takow in the Island. Describing the north-eastern seaboard, the Commissioner at Tamsui (Mr H. E. Hobson) states that high and densely wooded mountains rise abruptly from the shore, on which a heavy surf is constantly beating. The depth of the water just outside the first breakers is rarely less than fifteen fathoms with bad holding ground. Between these mountains and a second range there are some fine and well-watered valleys, glimpses of which can be occasionally obtained in steaming along the coast. It would be more correct to describe the water-courses as mountain torrents than as rivers. The males of the aborigines wear nothing in the shape of clothing save a strip of cloth about half a foot wide wound round their loins. Their weapons are brass-bound gings, short iron swords and iron-pointed spears, all of Chinese make. No serious sickness prevailed during the year either amongst foreigners or natives in the neighbourhood of Tamsui or Kelung, but swine and poultry were swept away by thousands by an epidemic in the form of malignant typhoid. Diseased pork was freely consumed by the poorer classes of natives, yet no evil results appeared to supervene. The number of vessels entered at Tamsui and Kelung was 107, with a capacity of 35,209 tons, and of the total tonnage employed 64 per cent. was covered by the British flag. This was a very considerable increase on the shipping last year. The carrying trade in native bottoms was also above the average, there having been 199 arrivals, and 176 more departures than during 1874. At Takow the number of vessels entered and cleared was 284 amounting to 84,333, being less by 29 vessels and 765 tons than the corresponding returns last year. There was a considerable decrease in the export trade, and a considerable increase in the import trade. The Commissioner notes that the importation of opium is increasing year by year. In regard to the export of sugar, the Commissioner observes that in Australia and California the Formosan sugar is in favour on account of its pureness, the large amount of saccharine matter it contains and its good crystallising properties. The demand for Formosan sugar in Australia in 1874 and previous years was to supply the wants of two rival sugar refineries at Sydney and at Melbourne. These establishments made purchases freely in 1875, in spite of the very high prices ruling. Lately the two companies have amalgamated, and having large stocks of raw sugar on hand, no demand for Formosan sugar had been made up to the date of the report. The Australian refineries draw their chief supplies from the Mauritius and only fall back on Formosa, Java, and other places, when short of stock. At present the export trade of South Formosa is chiefly limited to sugar, and the production of tea has as yet received little notice, notwithstanding that the tea shrub grows well all along the western slopes of the Formosan central mountain ranges. The export trade is capable of much greater development than it has yet reached, and the Commissioner notes, for instance, that the low ranges of the extreme south appear in climatic respects and as to the nature of the ground most suitable for growing coffee, while the valleys of the extreme south are most promising for both coffee and tobacco.

REUTERS TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."] (By Southern Route.)

London, May 1, 1877.

THE WAR.

England and Italy observe neutrality. The Russians have attacked Kara with no decisive result. The Khedive of Egypt is assisting Turkey.

The Roumanian Chamber of Deputies has adopted a convention with Russia, assuring Russian troops a friendly passage. The passages of the Dardanelles and Bosphorus are closed at night.

LOCAL AND GENERAL.

The steamer *Hankow* and *Braemar Castle* have gone to Aberdeen Docks.

The *Peng Chau Hai* to-day passed through the Harbour eastward.

We understand that H. M. S. *Onslow* has left in search of a piratical junk, which has committed some depredations in the neighbourhood of Aberdeen.

We are informed by the agents (Messrs Gibb, Livingston & Co.) that the steamer *Candia* left Singapore for this port yesterday (2nd).

Reports from the interior of the Province state that a serious deluge is taking place in and around the districts of Fa-yuen and Ching-yuen, to the north of the Canton River. The incessant rains have caused a breach in the embankment to the extent of several hundred feet, and the water is now finding its way to the western part of the City of Canton also. We have not been able to ascertain whether there has been any loss of lives in this sudden rising, or the actual extent of the damage.

An Inquest was held this afternoon at the Gaol, by Mr J. Russell, Coroner, with Messrs P. Arnold, C. C. Cohen and J. A. Blogg, as Jury, on the body of Low Awan, a prisoner in the Gaol. The deceased was sentenced on the 30th April last to one month's imprisonment for larceny, but at the time of his admission the Colonial Surgeon was clearly of opinion that the man would not live long. He died yesterday from general debility. The Jury, after taking more formal evidence, returned a verdict of death from natural causes.

We learn from Canton that the Poonyu Magistrate has, at the instance of the French Consular authorities at Canton, issued a proclamation prohibiting the propagation of false scandals against the French Missionaries by means of anonymous placards. The proclamation says the preaching of the religion of Christianity has been sanctioned by Treaties, and warns people of the consequences of scandalising any Missionary body. It urges on the elders of the various districts the necessity of restraining the younger men within their control from placarding or spreading anonymous attacks against Missionaries, and Tepasus are to tear down such placards whenever they are posted.

A DISASTROUS occurrence took place on the afternoon of the 1st inst. at a theatrical show at Honan, Canton. It appears that in celebrating the anniversary of the birth of the god of Pak Tai, a mat-shed was erected in front of the joss house for the performance of a theatrical troupe in honour of the occasion. A large number of people congregated on the booths to witness the dramatic exhibition. Some dissatisfaction was felt by the audience in the pit, that is to say, the vacant space in front of the stage for accommodating free spectators who were too poor to pay for seats in the booths, either with the performance or with the manner in which this theatrical display was carried on and they began to throw stones. The general audience had therefore to take shelter in the room behind the stage. The crowd was so great that the mat-shed gave way, precipitating a large number into the river, on the bank of which the shed was erected. The rapid currents usual at this time of the year carried many away, and the bodies of some twenty men and women have up to the present time been recovered in the

water much discoloured and gave the appearance of shallow water.

"Having passed two miles off on this occasion I intend to make a still closer search the next time I pass the spot; but at the same time, I am inclined to think that the Captain of the *Zamboanga* must have been deceived by the discolouration I mention. I should be pleased however to hear that a proper survey was made, as the reported danger is right in the track of the French Mail and many other steamers."

"Sights were taken on board the *Meikong* at 5.36 a.m., 8.30 a.m. noon, 4 p.m. and 7 p.m. So there could be little doubts of the accuracy of our position."

The steamer *Louisa Castle* was safely undocked this afternoon (April 27th). So great is her length that it was found necessary to cut away some twenty feet at the head of the Dock, and even then there were only two or three feet to spare. Until this year the *Glenarney*, *Glenearn*, *Glenfinlas* and *Braemar* and *Caudor* Castles were looked upon as the crack vessels; but now, thanks to competition, times are changed, and one scarcely hears of any others than the *Louisa* and the *Glenarney*. The race this year is already causing great interest, and backers are not waiting for either of the new steamers. Never before, perhaps, in the annals of the tea-trade, have such fine vessels as the two favourites now on the berth been pitted against each other.

The *Japan Gazette* of the 24th says:—We much regret to have to record an accident to the fine steamer *City of Peking*, which left here this morning (April 24th) for Hongkong. About one o'clock to-day news was received to the effect that the steamer had touched the ground off Kanonaki. It appears that the vessel left her anchorage at 5 a.m. weather being very misty though calm; while steaming slowly down the bay she took the ground off Kanonaki and remained. Assistance was sent for, and the chartered steamer *Moselle*, of the Mitsui Bishi Co., was at once despatched, and was followed by the U. S. ship *Alert*. The *Moselle* towed down two large lighters and another was sent with the Company's tugboat, the object being to discharge cargo forthwith and to use every effort to get the vessel afloat without loss of time. The *City of Peking* is commanded by Captain Tanzer, and had on board about one thousand tons of through cargo from San Francisco, and sixty from here. Passengers numbered 5 in cabin, and 160 steerage. So far as is known at present the position of the ship is not dangerous if the weather remains calm, while the injury done by the stranding is believed to be slight.

SHANGHAI SPRING RACES.

We have been favoured with the results of these races, which commenced on the 30th ultimo:—

FIRST DAY.	
Chu Ka Za Cup,.....	Kieslack.
Criterion Stakes,.....	Black Satin.
Griffin's Plate, dead heat,.....	Captain.
Jockey Cup,.....	Infatuation.
Brokers',.....	Nimrod.
Taotai's,.....	Black Satin.
Roadster's Plate,.....	Tendresse.
Steeplechase,.....	Wild Idea.
SECOND DAY.	
Shanghai Cup,.....	Kieslack.
Derby,.....	Swanite.
Spring Cup,.....	Tools.
Concordia Cup,.....	Infatuation.
Race Club,.....	Wild Idea.
Steeplechase,.....	Roller.
Hurdle Race,.....	Schwalbe.
THIRD DAY.	
Shanghai Club Cup,.....	Tools.
Great Northern Plate,.....	Rejals.
Ladies' Purse,.....	Black Satin.
Kiang Su Plate,.....	Wild Idea.
Chau Sang Kiuk Cup,.....	Roller.
Consolation Cup,.....	Presidigitator.
Champion Sweep Stakes,.....	Swanite.

Police Intelligence.

(Before the Hon. C. May.)
May 3, 1877.

THE CHAIR NUISANCE.
Cheong Angow, a chair-coolie, was charged with obstruction. P. C. Penn states that on the 2nd instant, he was on duty near the Hongkong Hotel. A gentleman was coming out by the Pedlar's Wharf entrance. The defendant rushed with his chair from the Post Office side of the road, passing amidst other chairs and took the poles of his chair into the door-way of the Hotel. The defendant said the gentleman coming out of the Hotel had hired his chair a few days ago and told him to look out for him. Fined 6s.

Cheong Ahung, chair-coolie, was brought up for a similar offence and was similarly fined.

BOARDING-HOUSE NUISANCES.
Shun Tai Heung, coolie, and Lo Atung, boatman, were charged with having gone on board the steamer *Taiwan* as came in from Swatow, before the arrival of the Health Officer. Fined 50 each.

SWEET POTATOES.
Lee Ahok, a hawker, was charged with having gone to the Coffee Plantation and dug up some of the sweet potatoes growing therein. The defendant was sent to 21 days' hard labour.

CUTTING AND WOUNDING.
Ng Aching, an ex-district watchman, was brought up for cutting and wounding one Mah Ping, who is now under treatment at the Hospital. Remanded till the 7th inst.

SPRITIOUS LIQUOR.
Lo Ayow, a steward, was charged with having in his possession a small quantity of gin, contrary to the Naval regulations. Sergeant Abbott Holley, R.M.A. on board H. M. S. *Fly*, stated that the defendant was Ward Room steward. He was discharged yesterday. About 12.30 p.m. on the 2nd, defendant was found to have about three pills of gin in a jug. The matter was brought to the notice of the Commander, who ordered the liquor to be thrown overboard. According to the regulations he should not have any spirituous liquor in his possession so long as he formed one of the crew. The defendant said that he had in the jug was not gin but

hot water only, which he had got to wash plates with. He should like the 2nd Engineer to be called. Remanded till tomorrow at 11 a.m.

THEFT.
Chun Ayik, described as a broker, was charged by Oozar Khan, a showman, with stealing some cash from him. The complainant is the owner of two camels, and he exhibits them at the Chinese Recreation Ground at a charge of 5 cash each visitor. There was a basket in which the cash collected was kept. The defendant was one of the spectators, and he improved the occasion by stealing the cash from the basket. He was caught in the act by the complainant. One month's hard labour.

DEPORTATION.
Mok Akat, a seaman, was charged by Capt. John Buddoph, V.L., master of the British barque *Falcon*, with desertion from the ship. The defendant was shipped at Bangkok for a voyage to Hongkong and back. The vessel arrived here on the 23rd April, and this morning the defendant was found absent from the ship. The defendant had received two months' advance and had served only one month. The defendant admitted that he did run away from the ship, and urged that his engagement with the complainant was that if he was satisfied with the ship, he would go on the return voyage; if not, he would leave here. He was not satisfied because the Captain had struck him. The complainant denied that there was any such understanding. The defendant was therefore sent to 7 days' hard labour, subject to be claimed by the Captain.

A PICK-POCKET.
Lee Aing, a cook hailing from Macao, was charged with stealing from the person of a Chinese boatman who was witnessing the performance of a Chinese conjurer. The complainant felt his pocket touched and then discovered the loss of \$1. The money was found afterwards in the Police Station at the place where the defendant had been standing. He was sent to six months' hard labour, in spite of his protestations; also to be exposed in the stocks for three times for one hour each time.

DISEASED MEAT.
Two butchers and one coolie were charged with having in their possession about 90 catties of diseased beef. It was brought over from Yowmahtee in the steam-ferry, and was seized at the *Johany* wharf. Inspector Quincey said the beef was a little tainted and was very poor, but he could not say whether it was fit for human food or not. The case was remanded till the 4th inst. The defendants were all admitted to bail in \$25 and \$10.

CHINA AFFAIRS AT HOME.

(From Our Own Correspondent.)

LONDON, 23rd March, 1877.

The Deputation to the Chinese Embassy has been the event of interest to Chinese readers of the past week. You will find a full report of it in the *China Express* by this mail, and will be able to form an opinion from it of the lengths to which people are prepared to go here upon such subjects as the Opium question and our relations with China. It would perhaps be difficult to conceive anything more inconsistent than the whole of the proceedings. A number of eminent English gentlemen, headed by the Earl of Shaftesbury, go to the Chinese Envoy to assure him of their great concern for his countrymen in consequence of their smoking Opium and of their desire to put down the Opium trade. The Envoy in reply says little beyond the vaguest generalities on the first point, and as respects the second, simply assures the Deputation that their object, however laudable, is quite impracticable, as even if the Opium trade in India were stopped, the drug would assuredly be sent to China from other countries.

The proceedings were interesting and to some extent imposing. There could be no doubt of the weight of the Deputation both as respects numbers and influence. It was somewhat striking to see the evident strangeness which all felt in the presence of Kuo and Lin, neither of whom is anything more either in appearance or manner than a very ordinary Chinaman. Lin is a little more polished, but certainly less so than many Chinese officials and even mercantile men I have seen; and Kuo is a man much of the Ting Taotai stamp with, however, a good deal more *bon homie* if not much more polish. There is nothing about him of the heavy Celestial dignity, which would in reality take much better than a more free and easy way here. But his style of address clearly shows that he has got the notion into his head that an off-hand rather jaunty style is that best suited to the outer barbarian, and behaves accordingly. Still it is clear he means to be as conciliatory as possible; and is on the whole kindly and courteous, and though he might perhaps gain more weight by a more composed style, he has certainly succeeded very well in making himself popular.

The Deputation having assembled in the drawing-room of the Legation, the two Envoys with their attas (who by the way give themselves much more airs than the Ambassadors) entered and took their seats, the members of course standing meantime. It was rather amusing to see the puzzled look which Kuo had, when it became necessary to bid those present "be seated." You know the difficulty which a Chinese official who is versed in the proprieties has in coming to an anchor when he has only one visitor to seat—evidently demanding that he shall allow his guest to sit first. This was of course impracticable with so many, and Kuo had to time himself with the Earl of Shaftesbury, allowing his Lordship to sit down about a tenth of a second before himself. The proceedings however on the whole went off in a very orderly and dignified manner; and if the members of this Deputation went away a little more puzzled than when they arrived as to the exact merits of the opium question, they at least had the gratification of seeing a real Chinese Mandarin and hearing Dr Legge make a speech in the Cantonese Di lect, in which he lectured their Excellencies pretty severely on the spread of the cultivation of the poppy in China. The exact propriety of this particular part of the proceedings may perhaps be doubted; but it was at least striking and was quite novel to the majority of the enthusiastic gentlemen present.

China.

SHANGHAI.

(Continued.)

We hear that a loan has been negotiated with the Chinese Government for five million taels.

We hear from Tientsin that the steamer *Haining* brings down a large quantity of ammunition placed at the disposal of the Japanese Government by Li Hung-chang, immediately he was informed that the Government of Japan was in want of ammunition in their operations against the rebels. It would thus seem that a growing *entente cordiale* exists between the two nations.

The following steamers are reported as likely to go to Hankow and load teas for London: Two of the *Glen* line, two of the *Castle* line, the *Tartar*, the *Bertha*, the *Cairnsmuir*, the *Stead Amstradum*, the *Hankow* and the *Cypresses*. Besides these, a French mail-boat is to load at Shanghai. The latest advice from up river confirm the report that the ensuing season is likely to be an early one, and musters of Ningchow teas are expected about the 5th proximo. The first-crop teas are selling in the country twenty to twenty-five per cent cheaper than last season, and abundant supplies are looked for, as the weather has been favorable.

We hear from Chefoo that a collision occurred between German barque *Wega* and the French barque *Maria*, on the 20th; both outward bound and ready for sea. The *Wega*, it seems, parted her cable and of course ran foul of the Frenchman; it was blowing fresh at the time from the South, but very little damage was done to either vessel. The Captain of the *Wega* after a little difficulty had his anchor and chain restored to him. Both vessels sailed the same afternoon for Swatow. It is getting very hot in Chefoo; the thermometer has been as high as 80°, and the dust which has been flying about the town, says our Correspondent, is simply blinding.

It is said that the tea-market in the interior is opening at low prices; about 30% cheaper, indeed, than last year. The market for greens in Sung-yang has opened at 190 a 200 cash per catty of 32 taels weight, against 200 a 275 a year ago; at Ningchow, too, prices have opened at 120 a 130 cash per catty of 16 taels weight against 180 a 200 last year. The crop is likely to be very large, and with further depressing news from England the market is likely to go still lower, as many hongs have reduced their limits considerably. Altogether, therefore, the prospects of the tea-trade are tolerably bright. If we may accept the circumstances of the trade during the Franco-German war as a criterion, when very handsome profits were made, it certainly seems as though another chance would be open to present itself, though of course it is impossible to foresee the eventualities of the present struggle in Europe. Generally, too, when the first crop of tea is cheap, the second and third crops are not large; so that it is once more in the hands of the buyers to make or mar their fortunes. A good deal of spec is being packed for shipment to Hankow.

(News.)
We hear that the barque *Serpent*, which was abandoned on the Shalattine Islands, in the Gulf of Pechili, under circumstances now well known, has been towed into Taku by the pilots there.

We hear that the *Glenarney* has made another favorable passage to Nagasaki and back. She left on the 18th and returned yesterday morning (April 24th) with 2,000 tons of cargo, having been 5 days 19 hours on the trip. The *Glenarney* will take tea home from Foochow.

At H. B. M.'s Supreme Court, yesterday (April 23rd) before R. A. Mowat, Esq., Acting Assistant Judge, William Henry Shaw was indicted for stealing and embezzling Tls. 6,000, Kiang currency, the property of his late employer, Mr. R. Francis. He pleaded guilty, and through his Counsel, Mr. Renzie, threw himself on the mercy of the Court. Mr. Wainwright, on behalf of the prosecution, joined in the appeal for leniency; and the Court, after a suitable admonition, sentenced the prisoner to twelve months' imprisonment.

An extraordinary meeting of the Shanghai Race Club was held yesterday (April 23rd) to reconsider the proposals made at the last general meeting respecting the rebuilding of the stables in the Grand Stand Compound, and the means of raising funds for the purpose; also to alter the date of the annual meeting from February to January. It was resolved to proceed with the rebuilding of the stables, and also the removal of the "red house" to a site close to the back of the Grand Stand, immediately after the present Spring Meeting; and to raise the necessary fund, estimated at Tls. 6,000, by the issue of debentures of Tls. 100 each, the capital to be repaid to be redeemable by the annual payment of Tls. 1,000; the interest to be arranged with the persons who applied for the debentures.

It was also resolved that, for the future, the annual meeting should be held in January, instead of February.

The United States war-steam *Monocacy* arrived yesterday (April 20th) from the River ports.

The steamer *Conquest* the first foreign trading vessel to Wenchow, returned to Shanghai yesterday (April 20th). She made a favorable passage to the new port, and was cordially welcomed by the natives.

Besides her cargo she landed six foreign passengers, and on her return had Mr. and Mrs. Stott, missionaries, to Ningpo, and about 300 packages of cargo, principally charcoal. Between Wenchow and Ningpo she experienced dense fog, and had to anchor for several hours on three different occasions.

The str. *Soochow* left yesterday morning (April 27th) for Hankow. Further she was known as the *Japant*, and since she has been under her present management; she has been fitted with a hurricane deck affording accommodation for about 800 native passengers, as well as comfortable quarters for foreigners; her engines and boilers have been overhauled and in other respects she has been altered and improved for river traffic. She is under the same agency as the *Peking*, *Tai-yeh-fong*, and *Hing-on*; and it is now understood to be a fact that the same combination—the company has not yet assumed a name—have two steamers now building in England.

WENCHOW. April 17th.

After mature consideration as to the benefit to be derived by making Hankow a port of call, it appears conclusive that it cannot fail to be most detrimental if not absolutely fatal to the commercial interests of Kiukiang. It would also appear that this so-called concession has been obtained

without reference to the native and foreign interests centred at Kiukiang, and in opposition to the general opinion prevailing on the subject in 1869, when Consul Swinhoe, the official delegate of the special mission-up the Yangtze, stated that the landing place, while perhaps a boon to the river steamer interests, would be the death-blow to Kiukiang." Such being the case, and nothing having transpired to alter the condition of affairs, it appears unwise in the extreme to make Hankow a port of call, when it is almost certain to prove fatal to the local native and foreign interests at Kiukiang, and be of no advantage whatever to the steamer companies or merchants generally. It would be interesting to learn what advantage is anticipated from the opening of Hankow, or by whom the step was suggested. The memorialists of 1st May, 1867, merely recommended that the Po-yang lake should be open to steam, to enable exports to be brought more expeditiously to Kiukiang, which has always been the regular mart or emporium, and port of shipment, as they were fully aware of the loss and injury Kiukiang would sustain by produce being shipped at the lake as proposed in the Chefoo Convention. It should be pointed out that the stereotype argument that "the detention of the tea boats at the lake by adverse winds is a source of annoyance, &c.," is rather imaginary than real; and it does not appear that the persons directly interested, the boatmen and tea-men, have ever advocated the constitution of Hankow into a port of shipment or discharge, for the good reason that it is ill-adapted as a rendezvous for boats, there being no shelter and no means of obtaining return cargoes.

Geographically speaking, Hankow may appear to be the natural outlet from Kiangsi; but had it been a suitable place Kiukiang would not have been selected by the Chinese as their emporium, nor would it have developed into a town of commercial importance, while the "natural outlet" has remained what it always was—a mere garrison town.

As trade is not likely to be benefited in any way whatever, and the local interests of Kiukiang are likely to be seriously affected, it is said that foreign merchants have sent in an official representation against the opening of Hankow; and the native merchants have also held meetings to signify their disapproval of the procedure, and ratify their determination not to ship or land cargo at that port.

It is understood that the delay in opening the port arises from the difficulty in reconciling local interests. In Kiangsi the provincial officials are unwilling that any produce should leave Hankow unless export duty is paid beforehand, so it is impossible that a branch Custom-house may be opened there, which is sure to lead to a transfer of a portion of the shipping business from Kiukiang to the lake, and a gradual opening of hongs, to the ruin of those established at Kiukiang.

Since traders do not desire the opening of Hankow, I fail to see the wisdom of coercing the Chinese to do so, especially as such a course is calculated to ruin the commercial interests centred at Kiukiang.

After the British Government has selected Kiukiang as a settlement, and induced merchants to invest a vast amount of capital in lands and buildings, it seems unfair and impolitic to coerce the Chinese into opening a port against the interests and wishes of all concerned, especially as it has been demonstrated that it is of no benefit to trade in general. Had Hankow been a suitable place for a port of shipment, it would have developed into one long ago—that is, before the advent of foreigners on the river. It is likely that the native Custom House would have been moved from Hankow to Kiukiang, if the former place was at all adapted for landing or shipping cargo?—News.

WENCHOW.

17th April, 1877.

The Custom House was opened on the 1st April and the British Consulate on the 10th, but so far no ships or steamers have arrived. The authorities and people are extremely civil and anxious for the Pactolean stream of foreign trade to pour in and restore the ruined fortunes of Wenchow; but the golden shower holds up, and mud, fogs, and rain are the only representatives of the coming prosperity. The trade may come by-and-by, and all agree that teas can be more cheaply brought down here than at Foochow; for shirtings there is a limited demand, and sugar might pay as an import, but tea must be the chief dependence of the port, and for that it is too late this season. The present community consists of a Commissioner, an assistant, and several despatch riders, and a doctor. The British merchant *non est*, but a Singapore Chinaman represents the commercial enterprise of Great Britain, and the cry is, they come,—I fear me, to disappointment, unless they be provided with capital and patience, anything of which will be needed to make anything out of the field here.

The Concession is unlikely to be leased, save as a snipe preserve; but though present prospects are not brilliant, there is no doubt that for beauty of scenery and cleanliness of the town, civility of the people and general *deceit* of existence the port is unequalled. Other places have been called Sleepy Hollows, this is sleepy and hollow.

P.S.—Since writing the above the first steamer has arrived, the *Conquest*, and Messrs. Jardine Matheson & Co. have established here. The port has therefore been opened, as it should be, by a British Consul, a British Commissioner, a British vessel and a British merchant. May all their prosper! But the title is far above what any of them call forth forward either to comfort or to fortune. Their business have to be built and their business to be built up before either can be hoped for. However, the time may come when they will one and all thank Heaven for tea and there is money out of the tea and there is money out of the tea while the Consul draws public inspiration for his despatches from the other.—Courier.

Japan.
(Mail.)

The U. S. Steamer *Oceania*, which left this on the 13th March, arrived on the 29th, in San Francisco, making the passage in 16 days.

We understand the Mitsui Bank have imported into Kobo from Shanghai a number of Chinese coolies for the purpose of making experimental crops of black tea in the Yamashiro district, thus relieving the distress from which the farmers there were labouring, owing to their inability to dispose

of the greatly increased produce of that province.

There is a rumour current to the effect that the German steamer *Kobe* has been sold to the Satsuma rebels. Some steamer came as far as the lighthouse at Kobe about 5 p.m. on the 25th of March last without entering the port, and afterwards sailed westward, so it is suspected that she was the *Kobe*. Orders have been given that strict search should be made for her, and it is expected that she will proceed to the coast of Owake *ken* (Bungo). It is supposed that she has on board arms for the rebels.

THE INSURRECTION IN JAPAN.

It seems from the papers brought by the mail this morning that fighting has been actively renewed in the south by the Imperial troops.

The *Hochi Shinbun* writes:—A telegram from Katsushita, despatched at 3.5 p.m. on the 21st instant, announces that at dawn on the 20th instant the Imperialists there were sent against the insurgents' fortresses in various directions. They re-united at Mihune at about 12 m. The commanding and mountainous positions of 1-ida, and Kumizaka were captured by the Imperialists. The insurgents were expelled with great loss. Many were taken prisoners. Seven of the victorious army were killed, and thirty-seven were wounded more or less severely. A despatch sent from Osaka at 2.15 a.m. on the 22nd says that on the 21st inst. the Kumamoto garrison troops attacked and seized Takenomiya. The insurgents at Otsu were also routed by General Miura in a night battle on the 20th, and General Oyama has taken Hotakubo and Shin-nambu. Katsura-Demon, at the head of the Finance department of the insurgents, has recently returned to Kagoshima to raise money. About 3,000 men have been enlisted there by an order from the Kencho, and were sent out to join Saigo on or about the 19th inst. Before the rebel troops withdrew from the siege of Kumamoto, their wounded soldiers were sent back to Kagoshima, which they leave again for the seat of war as their wounds are healed. The Kencho has issued several edicts, for raising soldiers and money for the insurgents.

The *Mei-nichi Shinbun* writes:—A telegram from Kioto, announced that the insurgent troops show signs of great discouragement. Their principal camps are at Otsu, Yabe and Kiyama. About 2,500 insurgents were buried in the neighborhood of Kumamoto, and about 5,000 or 6,000 at least, were wounded more or less severely. The rebels on the Hinaku road, about 25 ri south from Kumamoto, were pursued by the victorious imperialists as far as Hito-yoshi. Their complete discomfiture is expected shortly. A despatch from Nagasaki says that insurgent bands have appeared in the rear of the imperialists, and a battalion and a half of Imperial troops were sent toward Hagihara, at dawn on the 17th instant to meet them. An engagement took place near the mountainous road of Mukaizaka. The insurgents were driven back as far as Kawadoko, where they were finally routed with great loss, and fled in disorder, leaving three cannon and large quantities of ammunition on the field. Thirteen imperialists were killed and wounded. The victorious troops camped for the night at Hagihara. A telegram of the 22nd from Nagasaki announces, that at about 8 a.m. on the 20th, three brigades left the castle to attack Mihune from three directions; a force under Lieut.-General Kawaji from the rear; one under Lieut.-General Yamada on the right; and the third commanded by Lieut.-General Takashima from the front. The insurgents at Mihune held their ground with desperation. But at about 9 a.m. (next day?) they were driven out and many were killed or taken prisoners. At 12 m. Lieut.-Generals Yamada and Kawaji marched along the river Togawa to attack the insurgents in Kiyama.

From an eyewitness we hear that Saigo's troops, on Thursday's and Friday's battling made large gaps in the Imperial ranks by bringing into play the mitrailleuse. A large number of wounded may be expected daily. 200 arrived yesterday.

With the insurgents, lead is at a premium, and it has been found that they use flint pebbles in lieu of bullets or shot in their attacks on the Imperialists. The effect is however equally, if not more destructive.

We again visited the wounded by request on Friday last, and regret to have to state that the death rate is great, and which we fear will be considerably augmented during the coming hot season, as we have heard that at least twenty dead men are taken away for burial every-day.

The rebels are drilled upon the English system, and there are, it is said, two or three British instructors among them.

Out of the eight hundred picked men of Saigo three hundred are said to have been killed or disabled.

A VISIT TO A JAPANESE WORKHOUSE.

A correspondent of the *Daily News*, writing from Tokio, gives a description of the local workhouse. He says: "Before us lay a quiet valley; the wood hid the lake from our view; and though so near a great city, we seemed shut out from the world. On our left, in a large enclosure, was the workhouse. The site was everything that could be desired; it now remained to be seen whether the institution itself deserved the same commendation. The gate-keeper, a shaven-headed bonze, came out of his lodge and told us that most of the officials had gone into the city to have the monthly accounts audited, but that we should find the doctor in the infirmary. A winding gravel walk, overshadowed by young trees, led us to the entrance. Here we gave in our cards, and asked permission to inspect. Permission was at once granted, and leaving our boots at the door, we walked over the clean mats into the interior. We soon found that it was a series of detached or semi-detached buildings—some of considerable size. The present one was devoted to hospital purposes. The dispensary, a neatly fitted-up room, in which wine was kept in the 'Poison Cupboard,' was the first place visited. Then we went to the doctor's study. We found him a fine intelligent-looking man. He told us that he had studied under Dr. Müller of the Medical College. He showed us the wards; everything was clean, but they were far too crowded—the beds were so close together that it was quite difficult to pass between them; and although all the paper slides which answer for doors and windows were down, there was a most disagreeable odour. The infirmary was a most agreeable devoted to male, the other to female patients. It contains two hundred beds. As we passed along, all who were able rose in bed, and bowed to us. The doctor seemed fully alive to the evils of the present state of things, but said that he hoped a new hospital would

soon be built in European style. He then took us to see the quarters allotted to the insane. They consisted of two long rows of sheds, divided into small rooms, about six feet square, greatly resembling the cages to be found in the Zoological Gardens. The patients are of two classes—the paupers and those supported at their friends' expense. The first-named are of course the most numerous. Two patients occupy each room. The private patients are rather better off, as each of them has a room to himself. Most of them were quiet, but their condition seems to be a most pitiable one. They are taken out and allowed to walk round the inclosure twice a day in fine weather; but by far the greater part of their time is spent in their rooms. As may be imagined the effluvia is something terrible. This part is separated from the other buildings by a high and strong fence. Our next visit was to the building for the blind. Most of them are men, and in the evening they go out into the streets as sharpshooters, thus earning a good part of their living. They occupy a long building like that for the insane. They were but few in number—not more than thirty. Close by was the school-room, a large room with the usual paper windows. Here about a hundred children receive a sound, common-place education. All learn to read, write, and calculate on the 'abacus.' School was over for the day, but many of the children were still about, and with inky faces looked wonderingly at the two foreigners. They were full of life, and seemed both well-fed and contented. Hard by was the kitchen, a great smoky shed, with a dozen fire-places. The smoke finds its way out through a hole in the roof; the rafters are black with smoke, and great colubines dangle from the roof. But it is the centre of busy life, and the cooks, all of whom are paupers, have enough to do to supply the wants of the various inmates. The last place we saw was the paper shed. Here several of the men were employed in making a coarse kind of paper. The process employed resembled that formerly pursued in England. As night was now coming on, and we had a long way to go, it was necessary to think of returning, and thanking the doctor for his kindness, we turned our faces homeward. The average number of the inmates is six hundred; nearly one-third of them are in the hospital. All who work are employed in labour of some description. The women and infirm make baskets, the able-bodied men work on the roads. They are credited for this with a small sum of money, which is entered in the books of the establishment. As soon as this is large enough to stock a small shop, buy a 'Junkiesha,' &c., the worker is at liberty to leave the workhouse library and back to the city. In this way great numbers of people are helped very materially. The total cost of the workhouse is estimated at about thirty thousand yen, or six thousand pounds a year.

THE NAVY ESTIMATES.—The Navy Estimates for 1877-78 show that while the shipbuilding programme for the ensuing year makes provision for the advancement and completion of not fewer than eight ironclads, five corvettes, six sloops, two despatch vessels, twenty-one gun vessels and gun-boats, and six other vessels of small dimensions, it is only proposed to lay down three new ships. Of these two will be commenced at Chatham, the first being an armour-plated turret-ship of the *Agamemnon* class, and the other a new type of iron-covered battery corvette, protected, and possessing the speciality that it will be sheathed with wood like our unarmoured corvettes of the *Bacchante* class. The remaining ship will be laid down at Portsmouth, and is described as a new armoured torpedo ram. The design, however, is acknowledged not to be yet decided upon; and even as regards the other two particular in the shape of tonnage, indicated horse-power, &c., are given. The projects are evidently in an amorphous condition, and, considering the large number of vessels which are now in course of repairing and building in the Royal yards, and the fleet of ships which are to be completed for sea after being received from the contractors, it is questionable whether any new man-of-war will be commenced during the forthcoming year.

Quotations.

HONGKONG, May 3, 1877.

OPIMUM.—New Pains, cash,.....	\$67 1/2
" New Benzoin, cash,.....	59
" New Malwa, cash,.....	66 1/2
" " opium,.....	67 1/2
" Allowance Tael, 12 a 40	
" Old Malwa, cash,.....	63 1/2
" " opium,.....	60
" Allowance Tael, 48 a 180	
CAMPFIRE,.....	18 1/2 a 18
QUICKSILVER,.....	61.20 a 61.75
SALTPETRE,.....	6.80 a 7

Exchange.

Bank, on demand,.....	3/11
" 30 days' sight,.....	3/11 1/2
" 6 months' sight,.....	4/0
Credit,.....	4/0 1/2
Documentary, 6 months' sight,.....	4/0 1/2
Bombay,.....	22 1/2
Calcutta,.....	22 1/2
Shanghai, demand,.....	7 1/2
" 30 days' sight,.....	8 1/2
Bar Silver, 17 dwts. 15,.....	84 prem.
Maracaibo,.....	31 nom.
Gold Leaf,.....	26.55
English Sovereigns,.....	5
Australian Sovereigns,.....	5
Discount,.....	7 a 0

Shares.

Hongkong Bank, 22

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

GENOIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched on Coals on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of

His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.
A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 5, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1866.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;
ALSO,
Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship LOMBARDY, Captain HALL, will leave this on SATURDAY, the 5th May, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, April 24, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND DOCKING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be dispatched for San Francisco, via Yokohama, on TUESDAY, the 15th May, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.
A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
Freight will be received on board until 4 p.m., 14th May. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, April 16, 1877.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL

and

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be dispatched for San Francisco via Yokohama, on FRIDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 1, 1877.

Intimations.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent. on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
Manager.

Hongkong, February 23, 1874.

Intimations.

AFONG,
PHOTOGRAPHER.

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

Wyndham Street, formerly ARTHUR'S CLUB.
HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. Radnorshire a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for Frames, &c.

Hongkong, March 23, 1877.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TWICE a week as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the Chinese Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisements.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

MA CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

Now Ready.

"THE CHINA REVIEW,"
No. 4, Vol. 7.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Essays on the Chinese Language, (Continued from page 152.)

Deer-Stalking in China. Chinese Dictionary.

Chinese Intercourse with the Countries of Central and Western Asia during the Fifteenth Century, Part II. (Continued from page 152.)

A Legend of the Peking Bell-Tower. A Chinese Handbook.

The Law of Inheritance. A Chinese Dictionary in the Cantonese Dialect.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.—A Chinese Dictionary in the Cantonese Dialect.

"Watching Spirits." Chinese Folk-lore.

Yin and Yang, according to Aristotle. Pinyin English.

Goethe's "Werther" in China. Chinese Music.

White Ants. Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, March 20, 1877.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ANYON has been appointed Manager, and all Orders addressed to him at 67, Praya, or to Mr. FAT JAC, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

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Hongkong, March 10, 1874.

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(The oldest Overland Paper in China.)

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LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, LONDON.

By Order of the Proprietors, WILLIAM HUNT, Secretary.

187, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE CO.

20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1866.

CAPITAL, £1,000,000 STERLING. RESERVE FUND, £340,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. McIVER as its AGENT in HONGKONG.

By Order of the Board of Directors, ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877.

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Corrected to Saturday, April 28, 1877.

At 1110 Cash per Dollar Mexican.

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